

Transit Project Evaluation Criteria

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
1. Health and quality of life (Neighborhood continuity, access to basic necessities) Weighting: 3	Project provides significant contribution to improved health or quality of life.	Project provides moderate contribution to improved health or quality of life.	Project will have no effect, either positive or negative, on quality of life issues.	Project provides a moderate degradation to health or quality of life.	Project provides a significant degradation to health or quality of life.
2. Safety. Weighting: 4	Addresses demonstrated safety problem of significance.	Addresses demonstrated safety problem of moderate nature or there is a record of public concern.	Project has no effect on safety.	N/A	N/A
3. Improves intermodal transportation or reduces redundant facilities. Weighting: 2	Greatly improves connectivity between modes and coordination and integration of passenger systems and/or would clearly reduce the need for significant capital investment in another mode.	Moderately improves connectivity between modes and coordination and integration of passenger systems and/or would clearly reduce the need for capital investment in another mode.	Minimal to no effect on transportation system connectivity, or coordination and integration of passenger systems and services, and does not change the requirement for investment in other modes.	Moderately decreases the connectivity between modes, or decreases coordination and integration of passenger systems and services and/or results in redundant investments.	Greatly decreases the connectivity between modes or coordination and integration of passenger systems, and/or results in redundant investments.
4. Local, other agency or user contribution to fund capital costs. Weighting: 5	Contribution of state match, design, right-of-way, and/or materials: no point limit - 1 pt per each 5% of project cost.	Contribution of state match, design, right-of-way, and/or materials: 1 point per each 5% of project cost.	Contribution covers no capital costs; contributes nothing.	N/A	N/A
5. Local contribution to fund operations and maintenance (O&M) costs. Weighting: 5	Local or user contributions cover 100% of O&M costs, and includes ownership of facility.	One point for each 20% of local support of O&M costs.	Local or user contributions cover none of O&M costs.	N/A	N/A

Transit Criteria (continued)

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6. Public support. Weighting: 3	Preponderance of public record including a resolution from the local elected body shows support for project and fully supported in official state/local plans.	Majority of public record shows support for project; and nominally supported in official state/local plans.	Public record is divided or undocumented toward project	Majority of public record shows opposition to project; and not supported in official state/local plans.	Preponderance of public record shows opposition to project including a resolution from the local elected body and contravenes official state/local plans.
7. Environmental approval readiness. Weighting: 1	Environmental approval likely with Categorical Exclusion or already complete.	Environmental approval likely with Environmental Assessment or draft document circulated.	Environmental approval likely with Environmental Impact Statement.	Environmental approval extremely difficult 50/50 chance.	Environmental approval unlikely.
8. System continuity and maintenance (vehicles). Weighting: 4	Project replaces currently operating vehicles that are at or beyond FTA replacement standards.	Project provides vehicles to expand service.	Vehicles will neither replace currently operating vehicles nor expand service.	N/A	N/A
9. Is the project listed in State Air Quality Implementation Plan? Weighting: 2	Yes, a required element.	Yes, a contingency element = 4. No, but qualifies for CMAQ funds = 2-3.	Not listed in plan; does not qualify for CMAQ funds; no significant air quality impacts.	No, and project will have moderate negative air quality impacts.	No, and project will have significant negative air quality impacts.
10. Has local agency exhausted FTA/ other funding sources? Weighting: 3	Yes, including filing of FTA 5309 application.	Yes, excluding FTA 5309 funding.	No, but FTA funding unlikely.	No, and FTA funding a possibility.	No, and FTA funding a strong possibility.
11. Does project support private-non-profit providers? Weighting: 4	Yes, will replace existing PNP agency vehicle, which scored above 90 on FTA 5310 ranking.	Yes, new vehicle for PNP provider which scored above 90 on FTA 5310 ranking.	No.	N/A	N/A

Transit Criteria (continued)

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12. Will project support coordinated service or brokerage ? Weighting: 4	Yes, with 5 or more agencies participating.	Yes, with 3 agencies participating.	No.	No, even though coordinated system/brokerage is in operation in community.	N/A
13. Increased mobility for the disadvantaged. Weighting: 5	Increased mobility for elderly, persons with disabilities, or economically disadvantaged is major benefit of project; and/or necessary for existing facility or system to comply with ADA.	Increased mobility for elderly, persons with disabilities, or economically disadvantaged is moderate benefit of project.	Meets ADA requirements but has limited benefits for mobility disadvantaged.	Will require substantial cost to meet ADA requirements.	No intention/ impossible to meet ADA requirements.
14. Other factors not specified. Weighting: 2	Project exhibits significant innovation, creativity or unique benefits not otherwise rated.	Project exhibits moderate innovation, creativity or unique benefits not otherwise rated.	Project exhibits no innovation, creativity or unique benefits not otherwise rated.	Project includes liabilities not otherwise rated.	N/A